The Constitutionnel resecrts that the French troops are evacuating Kome. M. Coasselent Laubat succeeds Priece Napoleon in the Moustry of A gerns. The resignation is regarded ne a peace-offering. The Emperor refused to accept

it until it had been tendered three or four i see. His

retirement was caused by a difference of opinion with

the greater part of the Cabinet on questions of internal end external policy. It was removed that the Prince will be appointed Grand Admiral.

Trade in France was duller.

The Constitution nel pub sebes an article signed by its political director, explaining the pacific article in the Moniker, and saying it must not be regarded as a retrograde movement, caused by the crusade weich an active propagands had acceceded in raising against the Emperor in Germany.

The Paris correspondent of The London Times in reply to a charge to the Monthur, of baving mittepresented the asimated recent conversation between Prince Napoleon and Count de Persigny on the Italian question, says the Monitour is no authority on this point, and if there be any incorrectness, it was because his report was a very modified account of what pawed.

Count Cavour had not been in Paris as reported, but his Private Secretary and.

The Emperor was believed at the bottem to participate in the views of Prace Napoleon, and a report was current that his retirement would only be tempo

A chers match was progressing in Paris between Paul Morphy and Mongredien, President of the Lon-don Chese Crub. The latest score was four games played, all won by Morpay. The winner of the first seven games is to be the victor.

The Paris Corn market was firm. The Provincial Corn markets were also generally firm, although the business was small. There was little doing in Silk. Wines we e dull and numinal.

Lord Eigen was expected in Paris is about a fortnight, en rou e home from Chins.

The Paris Bour a became firmer and buoyant on the 5th, under the pacific article in the Manuteur, and prices advanced about 11 F cent. On the 7th the market continued firm at a further slight advance. On the 8th the mark-t opened buoyant and again higher, but a reaction set in, and the Tures per Cents declined 1 & cent from the hignest quotation, closing flat at 691, 10c. for money, and 681, 85c. for account.

#### SWITZERLAND.

The Federal Council has issued a circular announcing a determination to maintain the neutrality and intogrity of Switzerland.

#### AUSTRIA.

The Moniteur's pacific article produced a favorable impression on the Emperor. Count Buol and the leading statesmen believe peace will be maintained. Fears, however, were entertained of explosions in the Italian Duchies

Lord Cowiey remained at Vienna. The Vi-nes Bourse advanced considerably under the

Mondeus's article. There were ramors at Vicana of the probable

resignation of Count Cavour.

Lard Co eley remained at Vienna but was expected to leave about the 10th. There were various reports

as to the su ce s of his mission. He was said to be investigating the treaties with the Severeigns of Italy pince 1815. The text of the recent Austrian note to its representatives at the various German courts is published. It

points directly to the possibility of war with Sardinia and France, and expresses the hope that all Germany will act in concert with Austria. The Austrian troops were not likely to be withdrawn

from Rome till all the usual formalities had been gone through with. The semi-official Dresden Journal publishes a letter

from Vienna, which states that Austria has, according to article 47 of the final act of Vienna, proposed to the Federal Diet preparations for war.

The official Vienna Gazette declares that Austria

will maist on the complete maintenance of its special freaties with the Italian States.

## NAPLES.

The health of the King was such that it was supposed he would never be able to rale again. The Queen conducts all State affairs, and is reported to have caused the King to sign a treaty, offensive and defensive, with Austria.

It was reported that the Nespolitan Government offers to furnish the Pope four battalions of Swiss

## SPAIN.

Mr. Preston, the American Minister, had arrived at

ITALY. Arrests continue at Milan. Discontent was general, and there was complete stagnation in business.

There was continued activity in fortifying Pavia. New batteries have been erected, mounted with guns of the heaviest caliber.

## PRUSSIA.

The young Prince has been christened under the rame of Frederick William Victor Albert.

The posit cas dequetude prevented the attendance of the English Royal family.

## TURKEY.

Sussib Pasha has been appointed Minister of Finance vice Safetti Pasha.

Sami Pasha has been appointed Minister to France

## INDIA.

The Bombay mail of Feb. 9, reached England March 7. The news has been anticipated.

## COMMERCIAL INTELLIGENCE.

LIVERPOOL CUTTON MARKET .- The sales of Cotton for the three days added up 30,000 bales, of which speculators took 6,000, and exporters 3,000. The market closed wite an advancing tendency, caused by the America's advices. Good Midding had advanced 1-16d, and in some cases [d. Mesers, Clare & Sons quote strict Middling Orleans at 7/4, and Uplands at 7d. Mesers. Richardson, Spence & Co. say the only positive advance is 1-16; for strict Middling Orleans.

The Manchester advices were favorable, and prices The Madebester, de vere quieter but firm. LIVERPOOL BREADSTUVES MARKET .prices easier, but quorations unchanged. Wheat duil,

at a decline of 1d. on French. American unchanged. Western Red, 5/909/2; White, 8/7010/. Corn steady. Yellow, 5/10 w/t. White, 7/ w7/3. LIVERPOOL PROVISION MARKET. -Beef quiet, but

steady. Pork dult, and all qualities had slightly de-Bacon dull, and quotations nominal. Tallow dull, and declined 64. Butchers' Association, 53/ LIVERPOOL PRODUCE MARKET.-Rosin dall, at 4 9.

Pot Ashee dull. Pearl Ashes quiet. Sales noimporfant. Sogar quiet. Rice dull. Bark unchanged. LONDON MARKETS -BREADSTUFFS dull. WHEAT declined 1 22d. on Hogish. Sugan quiet. Correct dull, ard quotations bar-ly maintained; market closing

quiet but steady. Rick quiet. Tallow slow of sale. but prices upaltered. Linsern On selling at 2016. Pro Inos dull at 51 /.

## The Woon sales are progressing steadily.

THE NOVA SCOTIAN'S MAILS. PORTLAND, Me., March 23, 1859. The mails by the steamship Nova Scotian will be dispatched South by the afternoon train, and reach

New-York about 5 o'clock, Thursday evening. New Steam Sloop-of-War.

From Albany.

Albany, Wednesday, March 23, 1859.

The Special Con mittee on Mr. Wetmore's claim to the seat recently occupied by Mr. Mandeville, met this evening and co-pared views. It is understood that Mr. Leftin, Republican, helds that the Constitution makes it objectory upon the Legislature to fill the vacancy, and that their neglect to do so would be in derogation of the rights of the constituency of the XIth Dustriet, and that the only point is to ascertain the

to saint Mr. Wetmore to the seat at once, was not world down by the Senate, but was withdrawn by its mover, who substituted for it the resolution creating

the present Special Committee.

No appointments of any public interest were sent to the Senate by the Executive to-day.

#### Indian Troubles.

Chicaso, Wednesday, March 23, 1859.
The Jasper County (Iowa) Free Press of the 12th not says that considerable excitement exists at Spirit ake, arising from a fear of the Indiany, numbers of them are reported lasking in the vicinity. Two were whem are reported lasking in the vicinity. Two were arrested, but a terward escaped. They were recor-nized as having belonged to inkpadutah's band, who were engaged in the massacre some eignteen months since. Subsequently, fourteen Indians were taken, since. Subsequently, fourteen ladiats were taken, including lakpadutah's brother-in-law. A band numbring 150 are reported luking about Heron Lake, and preparations are being made to send scours to recommoter. Sentingle have been stationed, and strict watch of the movements of the Indians is kept day. and night.

President, and Mr. Anderson of the Fort Wayne road, and Mr. Devenney of the Stanbeavilla read, Secre-turies. A Committee of Ten was appointed to arrange time schedules from New York to St. Louis, via Philadelphia and Baltimore and Cincinnati. They will re-

The Schooner Britliant Ashore. BALTIMORE, Wednesday, March 23, 1859.
The schooner Brilliant from Cardenas for Bultimore
a schore on Wolf Trap Bar, with five feet of water She will probably be a total lose. The dock il be saved. The vessel is insured in Virginia diadelphia offices. The cargo is issued for and Philadelphia offices \$ 0,000 in New-York offices, and will be saved in a

#### United States Circuit Court.

Dickerson.

A motion for a preliminary isjunction in the case of A motion for a preliminary is junction in the case of the New Eugland Car Spring Company vs. Dunbar & Joelin, was argued by Mesers. Dickerson & Brady for complainants, and Mr. J. P. Bradley for detendants. Tre ground of the defense amounted to a positive de-

# New-Obligans, Friday, March 18, 1859. Three criminals, Henrich Haas, Peter Smith, and Joseph Lindsey, were hung to-day, all on one scanfold. They all confessed their crimes just previously to the

The Missing Mr. Yeager.

Easton, Wednesday, March 23, 1809.

Another large meeting of citizens was held this vening, relative to the disappearance of M. N. Yenger. evening, relative to the disappearance of M. A. It eager. Resolutions were adopted sympathiaing with his family, and a committee of correspondence, and a vigilance committee were appointed, with instructions to employ every available means to trace Mr. Yeager, and to send persons to various parts of the country to search for him, in case he has wandered off during a temperary aberration of mind. Mrs. Yeager offers to-say an additional reward of \$500 for any information leading to the recovery of the body of Mr. Yeager dead or alive.

# New-Jersey State Legislature. THENTOS, N. J., Wednesday, March 23, 1839. The New-Jersey State Legislature has resolved to adjourn to-night size die. Many bills are being post-

Elizabethtown and Morn

Railroad bill was passed.

The bill to enable Win. T. Rogers and John Boyd to reclaim 1,000 square yards of land under water at Jersey City, by paying the State \$500 an acre, was

## NEW-YORK LEGISLATURE.

Mr. CHARLES H. SHERRILL, Canal Commissioner, presented a communication, stating that the aggregate cost of raising the Canal bridges to the hight of nineteen tect on the Eastern Division will be \$25,600, and upping the work as demanded immediately by the necessition of navigation.

Mr. Lamont was appointed to fill the vacancies occasioned by the unscaling of Mr. Mandeville.

Mr. FOOT gave notice of a Personal Liberty bill.

Relating to the locks on the Chemung Canal.

Mr. JOHNSON'S bill was then substituted for the Assembly bill, and progress reported.

The Capal Tax bill was amended by the insertion of Mr. Mather's anomalment, providing that no Canal Commissioner's deaft small be issued neres'ter, except when the Auditor shall inform the Commissioners officially that the money is in the Treasury for the particular object for which the draft is drawn, and not then for any larger sum than the Auditor notifies them

The bull was then passed.

The matter of the protest by the twelve Democratic
case or against the expulsion of Mr. Mandeville from

of Mr. Mandeville from his seat, came up as the special order.

After a spirited debate, the question was put on Mr.

DIVEN'S motion, which was in substance as fol-

Reselved. That the protest offered by the Democratic members of this body be not received.

motion lest for want of a majority vote of the Senate.
This result makes the protest received. Some skirmishing took place, but the decision of the Chair was Mr. DIVEN introduced a bill to submit to the peo

ple the question of a loan of two and a half millions to pay the floating debt of the State. Adjourned.

A large number of bills were ordered to a third reading, under the report of the Granding Committee,

To reduce the width of River-street, Brooklyn.

but all of a private character, relating to chaders to

but all of a private character, relating to charges to reade and changes of name.

The Gritding Committee also reported tweety-one bids as proper to be reported complete. Among them are the following:

To divice the 6th Judicial District of New-York.

To incorporate the Trustees of the Parachial Fand of the Protestant E, iscopal Church of the Diocese of New-York.

die of the others, at half wharfage, \$31; but in a generous mood, becalls it \$4, making a total of \$20 per day for 305 days, amounting to \$7,500.

This estimate looks remarkably well on paper, as did the Frenchman's storie of goods, when he took it at an instand price to make binned rich.

There is not in the port of New York, at any one time, on an average, more than three ships of as much as 1,000 times each, to be distributed netween about 120 pers, and half as many bulk-heads, and not upon an average more than a dozen ships as large as 1,000 times in port at any one time. Such are the facts.

Again, where ships of large size occupy the piers, it is trace that any outside wharfage is sarred, because the ship is kept clear for the largess and agrees of lighters unloading and loading the ship. If not kept clear, the ship owner soot finds the power, through the Harbot Masters, to temove all wesses lying notation.

The average times of oversels in port, at a litheral estimate, will not exceed 600 to 500 time.

How desponse must be the cause requiring resort to such deceptive expedients?

Take four vessels at the pier, each of 500 times, at present rate.

give expedients?

As four vestrie at the pier, each of 500 tune, at present rate, \$1.75 per vessel, is \$7.7 and outside vessels, one-half what-fage, secretally smaller vessels, and will not average as much as \$4,800 days at \$100.

\$1,000 - \$3,000 duct for taxes.

\$4.50 duct for taxes.

\$1.500 - 1,500 - 1,500 as than Mr., but eighteen per cent upon cost, as stated.

always in demand, and we find that the use of lighters, to load and the street of the

A slep of 2,000 turns, befored, wall draw about 27 feet; 1,200 turn shout 26 feet; that depth of water can be found at but few pers, and that only at full high tibe. To maintain that depth of mater, frequent eredging at immente expoure and loss of wastface, be some necessary.

Thus n every step of the increase of the turname of seasels the what owner has been subjected to a corresponding increase of loss and expoure. It is believed the report has done great to justice to the Chamber of Commerce in giving the more assertions of a few men as an approximate exposurable print that body. It can hardly be true that a body so intelligent twoids assert it at the eight of a vessel simuld alone grown the rate of wastrage, hardly no reference either to his depth or watch, when in fact every what and alone yet a loss that the vast exponent of consider the glocks in deep water and dreeging out slips is chargeable softicely to large vessely.

The attempt to deprive the owner of a fair return upon the aims of his property (and it is infusity somittee by the report salue of his property (and its intensity sometime by the repert that he can act recovers such criteria, is not based spon justice or source resource. Shall an owner of a house and lot on Broad-way, which could him \$10.00 towerty years may, be confined to a rent of 7 per cent upon that cost, when they are now worth \$500.00. There is no species of property so expensive to maintain as

Figure is no species of protects so expensive to maintain as whanks and pleas, they deay a hely, especially between high sid low water mainty the timber is eaten as destroyed by worms; therefore the proves damag us and sometimes destructive; they are frequently overlade and and settle; the pleasifor is reing constantly worn; indeed, deay, depreciation and be recent me expense, to say nothing of crodings, are symmetric to the same of the report foliable design, depreciation and be recent me expense; to say nothing of crodings, are symmetric to the report foliable difficulty of maintaining by reason that the leasure seems be controlled by the cost, and that by the value of wharf property, for he aleast that the value of 6 acquired by sheet of the City of News land antitrary value. Such is not the fact, that value was arrived as hy taking the annual value placed by sworn assessor upon the water property owned by individuals, and upon women assessed value and the property owned by individuals, and upon women assessed value and the trained of the State, to assess the full value of property. But we will furnish a sure circitation of value by R B Minimum, each, che of the five peat ment as and in the report, appearing before the Geometric "on the part of the Character of Combards and least from the

SENATOR SLOAN.

The undersigned having been named by Senator Sloan, in the minority report of the Committee of Commerce and Navigation, as the parties appearing before the Committee on the part of the wharfowners," between the summer of the consideration of Senators and Members of Assembly, a review of that report.

The report proceeds upon the erroneous statement that "the expense of erecting and maintaining the "piers, wharves and backheads, is the only expense to "which the land gained by filling is amply compense "td, and in some cases vanily overbalanced." If this were so (and it is not), the argument is a very unsound one for the purpose of showing that a bulkhead or pier costing \$3,000 or \$40,000, should not produce six tree seems per cent not on its cost, and even upon its or showing the piers are only \$1,000, should not produce six tree years and of the piers are done the six successing the produce of the best of the warrage of the sup starrioone in the parties of showing that a bulkhead or pier costing \$3,000 or \$40,000, should not produce six or seven per cent not on its cost, and even upon its or showing that a bulkhead or pier costing \$3,000 or \$40,000, should not produce six or seven per cent not on its cost, and even upon its or should not be a produce the produce of the purpose of the price, and the other agreed to pay the sound the price of party and a fair price, and the other agreed to pay the sound the price of party and a fair price, and the other agreed to pay the sound the price of pay the price of party and a fair price, and the other agreed to pay the sound the price of pay the price of party and a fair price, and the other agreed to pay the sound the price of pay the price pay and the other agreed to pay the price of pay the price pay the price of pay

Many locations of little kind can be produced to show the actual value of wast property, and to practically literate what, in fact, in a reason she and property and of whatfast.

It is not true that the cash increase of whatfase, "will affect the produce of the country" by a corresponding increase in freights, extent by conscitue of foreign vessels.

Mr. Theston, whose firm pays \$9.50 a year for the evolutive me of a pier for their vessels, will take produce on freight on equally as good terms as the adjourned produce on freight on equally as good terms as the adjourned part for the adjourned pays the linear rates of whatfase, mader the law of told. Measure terminel, filtrature & Co., who pays it who has for a pier \$7.50, and for the said of the adjourned pier \$5.80 inguster making \$1.3 (m), for the excellates use of the half of these two piers, those sendience wit take freights on examply good terms with that uselphor, whose \$5.50 for a single best of the said of the said of the said with a straight of the said with the said of the said that a straight with others, also who pay price greatly in excess of the egal takes for the same applied, we will be said that it always a straight best a sum egal to the laid of the revulue of the entire pier. With others, also who pay price greatly in excess of the least state of which had been payd to be also that in a sting, not to have for the privileges. As justly might it be said that is sting, not to said on the freight on equally sood t rms with one which had been her however for the more fortunate and excepts one as diseaser.

The trade of New-York and Broom by its attributable to which had been been forced by the cases of the relation take freight on equally sood t rms with one which had been done to the interchange and trained of producting the would be a strained by the cases of the post of the State. As thosen it was, not a mucch because of the policy of the State. As thosen it was, and should over remain the policy of the strain and excepts and keep down the valu

The report suggests a "careful consideration" of the Harbor

heed to this amount of \$500,000 is the sum of \$20,000 for ferry franchises to ferries between New-Yors and Long land. States I wand and New-Yors, of which a statement is hereto amounted...

statement), from which should be deflicted the remain rate of wharfege, say thirty per cent, \$2.56

of the right to run ferries, was conferred upon the ofty of southment charter, and is no more wharfage than it a paid by a city raintend for the right of running example to the resolution of the raint of running example to the resolution of whatfage by the city, example \$50,000, by way of whatfage for the formy sity, hat amount should be deducted from the amount paid for stockies.

is that amount should be deducted from the amount paid for franchises. It is quite proper to deduct the amount over regular wharfase it is quite proper to deduct the amount over regular wharfase is to the ecoporation for equincity privileges, as private own, have to such rights conferred upon them by the Legislature, a none of the emoliments derived from that source. It will be noticed by the amnexed statement, that Charles III, awhiel, ear, one of the said five restlemen appearing on both of the "Commber of Commerce," part for one borth them of \$1200 per amount, a larger sum than the entire gross of the castery side of said per No. 18. Thus he passed the per hay for one berth, the present legal to Wharfase par day on a vessel 1 000 time is \$3; apon 20 time, \$4 18.

1,500 mms, 64 ms.

It is alleged that the whares are "subject to the public use as replained by law." That is so, and here is the precise difficulty, the tryplation is imported, and we sell that it be greenfeed. Wharf owners occupy the same positions with reference to the public as to railread occupance they are for its public use, but the public about pay a fair price for that use as well instalt the Lenfant for recorder exiting documents to vary parentages and freight for three per cent as no compelerance of makes.

"cared, and by "only efficied by programmer of whatever in the "Pumping was then resomed, and by Monday noon, all "typer part of the city, for one-half the retes allowed by him." The water was worked out. They cleared the wrock it that be as, keep the parage of the set increasing windings.

will be harmless to the ship owner; he will still be fore to evail himself of "what accommediates" at the cheap rate offered. It is not proposed to see any her retraining him from the expanse of such liberal effects.

The report adents that his charged on the cargo, and not on the ship. This is so in some cases. The principle of remuneration is the same, and that is the only question at issue.

The particula solicitude of some architemen claiming to represent the "Chamber of Commerce" for the preservation of the property of the State and its commerce is general, and themselves in particular, with which the report abounds, will no doubt be doly appreciated, and needs no comment from us.

The report shows the increase of foreign turnage from 1830 to 1850 to be a little over 460 per cent. It will rabe be to me in mind, that the growth of the city along the East and North Rivers during that period of twenty eight which will be growth of the city. In 1850 there was hardly a brikkend or pier is the Seventh Ward. Most of the large piers on the Kast Biver south of the Seventh Ward and resent a many as any other seabourd Ward. Most of the large piers on the Kast Biver south of the Seventh Ward and resent a many as any other seabourd ward since 1850, so that the increase of what evenes and piers have been compulsory upon the course.

By continuous and nearly a lof those in Brooklyn, have been built and extended since 1850, so that the increase of turnance, and nearly a lof those in Brooklyn, have been built and extended since 1850, so that the increase of what evenes and piers (which in most cases have been compulsory upon the course of the large piers on the Kast Piers and built and extended since 1850, so that the increase of turnance, and no can be pier or what has been greatly benefited by the increase of turning piers of the farm have increased. By the increase of turning piers of the farm of the farm of the farm of the many in the constitution of the harves.

By ecction 186 of the said act of 1813, that powerwas gi

Valuation, or estimated to be worth, as stated...... 5021 000 Income \$150,100 - about 'd per cent on \$1,005 680 ... Drount the several leases to feary companies, which is not properly "what fage," but a franchise (seven in number). uttleas to Collins line of steamers \$5.500 act United States Mall Steamenip Co. 5.20 turn He. B. Cremwerk line of steamers \$4.00 not J. 7 Sanctore's line. 5.700 turn Stevens, Conclude Co. 5.700 turn Stevens, Co. 5.700 turn Hudson & Delaware Caud Co... t New York Balance Dock New York and Erec Dry Dock Co... Flusbig steamboats. Hartford and stew Haven steamboats. Amboy line....

#### MARINE AFFAIRS.

The ship Centurion, Capt. Can kins, arrived at this port yesterday from G asgow, after a voyage of 79 days, having been baffler throughout the passage by strong westerly gales Capt. Caulkies reports that on the 9 h of January, when six days out of port, he fell in with the British bark Dromabair, water logged, in lat. 54º 40', lon. 180. She presented a most deplorable appearance, being dounded of her sails and rigging, and drifting about at the mercy of winds and wave Her kwer masts were standing, as was her foretopmast, but everything above her main and mizzen tops red been carried away. A taitered Union Jack, reversed, was flying at the foretopmast head. Obsdient to the signal of distress, which no true sailor ever disregards Cept. Cautkins bore down for the wreck, and rounded to under her lee.

was even with her deck, and every wave washed over her fore and aft. Although a gale was blowing at the time, and it was extremely hazardous to send a boat off, there was no lack of volunteers, and in a few minster the boats were marned and dispatched to the wreck. The resences found much deficulty in boardirg ber; but success crowned their efforts. Upon gaming her deck the gallant follows witnessed a scene of wretchedness and suffering rarely equaled in the annals of marine cisasters. Seven poor, emsciated men were found alive, but so expansed that only the captain and his mate were capable of any exertion; the remainder lay upon the deck in various postures, holoing on with all their feeble might to some fixture or other to save themselves from being washed over into the sea. Beside the living, there were three dead bodies on board. Two of these lay across the windless, near the forecastle, whither they had gone when the friendly stip was descried aring down for them, and raised themselves up to feast their failing eves upon the cheering sight. But ere the succor for which they had boped and prayed so long, and endured so much, could reach them, another hand was stretched forth, and they were delivered indeed. The other body lay in the cabin. It was that of a boy, who had been washed from the roundhouse on deck, one dreadful night,

But it was not for the doad that the sailors of the Conturion vectored forth. Too living claimed their inveliest sympathy and most assiduous attention. Tenderly as women the rough tara took up the poor helpless fellows, and lowered them, one by one, into their boat, and housted them on board their ship. There, under the care of Capt. Can kins, and the excellent nursing of his wife, they were gradually restored to bealth and strength.

From Mr. Eil ott, the first mate of the Dromahair, we learn the following details of her dissater, and the sufferiogs of her crew. The back sailed from Quebec, under command of Cap'. John Hutchison, and a crethirteen men, with a cargo of lumber for Sligo. On o'c ock Sunday morning, the sea running higher and the man was carried high up in the rigging. The wave swept as high as the main top. The water out, and they were not able to get it into operation again until I o'clock Monday morning, at which time there was thirteen feet of water in the hold.

Pumping was then reserved, and by Monday noon, all the water was worked out. They cleared the wrack for March 31. No. 6 Carp at County again the process of the water was worked out. They cleared the wrack for march 32. No. 6 Carp at County again the process of the water was worked out. They cleared the wrack for march 32. No. 6 Carp at County again to the water was worked out. They cleared the wrack 8 o'clock Sunday night (the 19th) the pump gave

until 8 o'clock Monday night when another fort gale arose. The sea rushed over the ship fore an aft, and the men were compelled to abandon the pumps. The storm continued all night; and about 6 o'clock Tuesday morning the water had rises above the cabin floor, and the sufferers were compelled to abandon it and take rafuge in a small house on deck which had been so well lashed that it had not been washed away. The ship was new completely water legged, and being whol y destitute of sails and etesting apparatus, nothing more could be done. A signal of distress was set, and then the men ast down to wait for some passing ship to take them off. They had only some thirty or forty pounds of bread and no water. How they must have lived, drifting with the sea, and washed by its waves, with bar half a biscuit a day for subsistence, may be imagined. Language would fail to paint their sufferings from hurger and thirst. Capt. Hutchiason, by out's a channel around the foremast, and inserting a a leather spout, managed to catch a little water w ever it rained. This he saved in a two-gallon d m ohr, and served out to his men, while it lasted, at the rate of half a tea cupful a day to each. The captair and his mate slept in the foretop, to avoid the dread-ing seas, and thus preserved their vigor longer than the others. But those who remained in the house on deck were rarely dry. About the first of Jacquery John McInnis died of hunger and exposure, and his body was committed to the deep. Tao from thirst, and in his madness let himself down by his bands into the sea. Some of his messmates tried to pull him back; but he resisted their efforts, and they had become too weak to cope with him, so he was soon washed away from his hold, and pershed. Tae next night James McGrail, the boy, was washed from the house on deck, down the companion-way into the cabin, where he was drowned. On Tuesday, the 4th of January, the last ration of

and attempted to get on careas, which accomind these

bread was served out, and from that time, till the silowing Sunday, the only means they had of allay ag hurger was by chewing strips of salt beef and pent, On Surday, the 9th of January, the ship Cesturies hove in eight, and took off the survivors, two of the crew, Samuel Coffren and a boy named John Murray having died after the ship bore down for them.

JOHN MURRAY, Scotland.

JAMES MCGRAIL, Westport, Me. The survivors are:

she was falling short of previsions, Capt. Hat bim va. Meeting with the bark Magellan, from Boeton for Swans-a, on the 24th of for their native land. Mosers, E liett and McNaughten

El lott was one of those who resisted in saving the passagers of the ill-fored steamship Central America. and in his bour of need he, too, found a friend,

crew-eleven in all and brought them to this port. Capt. M. reports that on the 2d Feb. took a gale from the south west, which swept the decks, carrying away galley. Lost the cook, and sprung a loak.

The United States steam frigate San Jacinto had ber repairs in the Dry Dock finished yesterday, and wall be floated out this moreing, to be fitted up at once by the riggers. As soon as possible she is to be in son trim, when her commission as flag ship of the African squadron will be filled. The San Jacinto may now be called a new vessel, as every particle of her machinery and internal arrangements, which were imperfect, have been removed and replaced by new ones. Her officers

The Board of Engineers, ordered to meet at Philadel phia on the 28th test., will examine all young men w may obtain parmits from Mr. Teucay, and there is as position or standing indispensible in applicants, as ment is alone to be the future passport to the Eagineer corps of the United States Navy. No person older

perfection; and Mr. Meldram, a promising yo piece. The company is much better than usual at this

"WALTER SCOTT'S" LECTURE. -"Walter Scott" resurge 'em " (for resurgam).

We call attention to the advertisement of the preeedings of the Thirteenth Ward Republican Accorda-

Philadelphia Bulletin says:

"Mr. Skikles has employed an experienced corps of phonographic writers to report his trial vertication for publication in pamph let form. It will comprise a blactory of the lives of Key and Skikles up to the day of the tragedy. The plan of the proscention—I have it from at questionable authority—will be for the District. Autories to first prove toe killing of Mr. Key, and then rest the case. The defense will then be, most a obably, to make the crime justifiable, and to do this, evidence of character will be admitted, involving the circumstances of the illicit connection, which will subject witnesses to a rigid cross communities. It will these be

necess to a rigid cross-examination. It will thes be incumbent on the prosecution to introduce evidence touching the character of the defendant.

"There are a host of reporters and correspondents bere from the distant press, who intend taking notice of the trust. Not one half or them can be ecommodated in the illy-arranged Court-House, and there is an evident disposition on the part of certain officers of the Court to out many of them. The fact may be significant as best it may—there is an attempt being made, constantly, to create as impression in Mr. Sickles's favot. There is, however, a reaction here is public sentiment among the people and press.

"The District-Attency is toug collecting materia facts of evidence, and is not to be hurried on to triation the immense army of counsel employed by sickless.

by the immense array of counsel employed by Sichles, comprising, as it does, no less than six lawyers, all of whom appeared this alternoon in Court, ready to be mand a trial as scon as the indictment is written for the presentment made last week by the Grand Jay. The Unstrict-Attorney is purposely withholding this, as he has the right to do."

The Jamaica Ray Fisheries bill.
The Wallabout Bay Martyrs bill.
To reorganize the State Lupanic Asylum. Mr. CONKLING called up the concurrent resolu-ions to smead the Constitution by distructuring per-ors found guilty of bribery at elections.

The resolutions were loss by 62 to 18; not a constitu-ional majority.

ioral majority.

A motion to reconsider the vote was laid on the Mr. HUTCHINSON called up the concurrent reso-

inton changing the Constitution so as to extend free soffrage to colored persons.

After debate the resolution was adopted by 83 to 21. The bill to provide for a loan of \$200,000 to the Al-

The bill to provide for a loan of \$200,000 to the Albery and Susquebana Kaifroad was taken up in Committee of the Whole.

A lengthy debate was had, and much opposition being developed, progress was reputed, and the bill was made the special order for 8 o clock to-morrow even-The bills relating to the Excise law and the liquo

traffic being the special order, the bill to prohibit the sale of any intoxicating liquous as a beverage was first Mr. MILLER moved to amend by excluding lager beer from the operation of the act, on the ground that it was on second that a small man had drunk sixty glasses in one bour, and it could not, therefore, be in tericating. He subsequently withdrew the amend-

ment.
Mr. GODARD moved that the act shall not take Mr. GODAKD moved that the act shall not take effect, if passed, until the 16th of May, when the pres-ent licenses will expire. Adopted. Mr. C. S. SPENCER moved to strike out the exact-ing clause, and made an argument against legislation to restrict the people's appetites declaring it could never be sustained, and that it would only bring all

have into contempt by encouraging their violation.

Mr MillEk also opposed the bill, declaring that
the Washingtonians had done more to prevent crime
and intemperance than all the sumptuary laws ever The bill was then debated by several members on

The bill was then debated by several memoers on both sides of the question.

Mr. TUTHILL advocated the bill. The people were not expecting a bill like this, but would hait it as a great boon. Members had not come here pleiged to pass such a bill, or expecting to pass it, but hey should have courage and do so. It was not asked new by petitions, but it was naked by the settled sentiment of the State. He spoke at considerable sentiment of the State He spoke at considerable length, and warmly in favor of the principles of the After further debate by Mesers. ANDRUS, RAN-

NEY, GOVER and WHALY, the motion to strike out the enacting chaose was lost by fl to 19. Progress was then reported on the bill, and the ministee rose. In the House, Mr. BLISS moved to disagree with the report of the Committee, and order the bill to a third reading. Motion adopted by Yeas, 51; Naye, 41 as follows:

third rending. Motion Roupted by Your, at Nays, 41 as follows:

YEAS-Merris. Andres. Bliss. Bower, Religs. Bodfington, Bourp, Charbertskin, Gobb. Coburn, Cell. Costello, Flon, Gedlard, Orac, Green, Bail, Hainney, Hait, Habbert, Hatchinson Johnson, Latte, Loushatt, Laumis, L. R. Lyon, Moore, Nathern, S. F. Pamer, Payne, P. Indel, Porry, Frence, Path Poud, Powerl, Ranney, Riert, Rossey, Z. E. Snepard, Sowart Systems, Sweart, Swe

THE RATES OF WHARFAGE.

A REPLY TO THE MINORITY REPORT OF

SENATOR SLOAN.

creaven percent net on its cost, and even upon its value, after payment of taxes and repairs. As well value, after payment of taxes and repairs. As well might it be neged that a person who had purchased two adjoining lots, or a farmer who had purchased two adjoining farms, should be compelled to let one of them at a nominal rent, bearing no just return for its value, because the other had proved to be a profitable pur-

Chae. The author of that report seems to be under the im-The author of that report seems to be under the impression that the wharf property and rights of wharfage, are held by the city, and the individual owners under some very baseour tenure, and therefore it is great presumption to ask any more rent for it that the ship owners and the "Chamber of Commerce" may et from the shore on the East and Hudson thee from the sacre on the least and flowers are together with the right to dock out, construct piors and buikheads, collect wharfage, &c., were granted in fee to the city, by the Sth section of the Montgomery Charter, in the year 1830, and by acts of the Legislature, of a very early date, and that the city and their grantees, are fully and fairly the owners of that prop-

or tees, are fully and fairly the owners of that prop-y, as much as he is the owner of his lot, or a farmer his farm.

It was provided by law, is cases where the city itself is not closive to dock out, that the land under water sight be granted to others, with the right to collect might be granted to others, with the right to collect whatfage, giving preference however to the riparise owner, and all the grants which have been made by the city to ind viousle, have been in the nature of perpetual terses upon the payment to the city of an annual quit rect forever, sinch can be commuted by the payment to the city of a principal son in greas, which will yield at six per cert if you obtaining the grant, the individual binit his business of the city. If per obtaining the grant, the individual binit his business of four of the uplant of which he was the owner in fee, of a leave of rect payment by the feet, and the payment by the first not filled in size of a day expense, to incremelate land under twister and for his investment and the payment by the other twister and for his investment and the payment by the other twister and for his investment and the payment by the other annual rent forever, he naturally at justify nows or a reasonable return.

By sections 220, 221, 222 and 225 of the set of 5th April, 1835, substantially a technological for he are of 3G April, 1735, and its function of the set of such and the provided that such streets, of the width of 30 feet, and its provided that such streets, of the width of 50 feet, and its provided that such streets or wharves shall

and East Ribers. Sport, South and West streets, of the width of 70 feet, and its provided that such streets or wharves state in make "at the cabelles of the proprisons of land" or peake to the wharves not streets, and that the space between such one and the wharves shall be filled up by such proprisons at their own expense, as there must be yell the second owner in fee of the spaces so niked up. If the proprison far do to dock out and fill in a above provided, the city was authorized to do the work and to collect the amount expensed "by instreas and sale of the "peaks and chartele of such proprisons or to recover the same by action, and the amount is made a hour on his other lands operation of the whores or streets.

Not will be teachly seen that if the riparian owner were untilly so become the owner of the land under water in itself, as

it is not, perhaps, venturing too much, to say that the worldy

it is not, perhaps, venturing too much, to say that the workey members of the Chamber of Commerce, who are mostly, if not all ship owners, and tenants of these very wharves, have received moth more remun earling returns from the Hawstments, act compaleony either, made thirty or forty years whose, than the what i where, otherwise they would not now be, as may of them are, known as "Marchant Princes" Of nourse they want to occupy the premises at as obsensed rend as they can scree the owner down to. Can either of them, to day, purchase the necessaries and comforts of life at less transfer by per cent drame of cost of the same articles ofty-eight years ago?

By section 124 of that not the only can direct some piers or tending into the river, as they piezes to be made in front of these whateves or streets, at the expanse of the proprietors, of the loss opposit, and if the proprietors neglect or refuse to make the piers, the only shall have the right to build them, and to great the milit to others, and shall review the whattage.

Thus, if the owner of the upland, after building the both what the piers, he is vermally deprived the whittage of the buildbeat necessarity occupied by the pier, and at which many of the twastos provincing like.

This ager freport hascut that "the when property, held by private owners it should have said fetteed on them), is of great value, and reduce the whatforwher free perhassion that the milit who perfects the eighnest in the other real estate of lease old property.

This pictures the difference of the whatforwher truly, his property is of great value, but is not appreciated by the parties op pering this bill, and is seiden changes hands, for the same research that the main who perchased the "slephone," could not get if of lim.

Great stress is laid, in this report, upon the sammeless that

rid of blim.

Great stress is laid, in this report, upon the securities that Great stress is laid, in this report, upon the cost of communities of its laid, in contradiction to a forcess epon its value. The statement is always as much be appeared upon the statement of a

Sico, too The names of the lost are; JOHN McINNIS, Scotland. Hysny Fnorr England.

> John Hutchinson, captain, John Elliott, first mate, Hecter McNaughter, Hecter Mourse, James Henderson Wm. Henderson,

and all the other survisors save Elliott and McNaughten, took advactage of an opportunity which offered to tranship and go to England. February, the captain of whice kindly offered them & passage, they bade farewell, with many expressions of graitude to Capt Cantkins and his wife and set and a rived here vesterday in the Centurion, and speak in the righest terms of the manner in which they were rested by Captain and Mrs. Caulains.

LOSS OF THE FRENCH SHIP BENGAL. The bark Tanaro, Capt. Plumb, arrived at Quarantire on Wednesday morning, and reports: Feb. 11, lat. 35 (8, long, 40 41, foll in with the French ship Bengel B rdeaux, Capt. Maynard, from Martinique for Bordeaux, wateriogged; took from her the captain and

than thirty-three, or younger than eightoen, can be accepted. This is a most important step toward re-THE MUNEY. -The new dramatic company here is

house, and is well worthy of liberal patronaga. an audience which, at 9 o'clock, numbered about & for office), victum, wim'n, Spart'n, Heology (for

THE SICKLES TRIAL .- A correspondent of The

One of the new steam sloops of war, six guns, was faunched here to day in splendid style.

District, and that the only point is to ascertain the with of the people, legally expressed.

Mr. Lamoni Rep., and Mr. Scott, Dem., are understood to hold that there is no law authorizing the filling of a vacance in the Schate, except in special cases,

which this is not one.

The motion of Mr. Laffin, offered a day or two since,

## Railroad Convention.

Cancinnati, Wednesday, March 23, 1859. The Convention of Southern and Western Railroad et this evening. Thirty-two roads were represented by six's delegates.

Mr. Hubbard of the Little Miami road, was chosen

port in the morning.

The session was harmonious, and a good spirit pre

An Impostor. FORT EDWARD, N. Y., March 25, 1850.

The Committee who were recently appointed to watch Mrs. Hayes, the woman who prefedded to have lived two years without food, have reported that she

Theorem N. J., Toesday, March 2, 1859.
The United States Circuit Court commenced its section here this morning before Judges Grier and

nial of the use of sulphor as a valcanizing agent in curing the rubber for car springs. Decision reserved. A similar case is before the New York Circuit Execution of Three Criminals.

Sailing of the Arabia.

BOSTON, Wednesday, March 23, 1859,
The Royal Mail steamship Arabia sailed from here at neon to-day, with 59 passengers for Liverpool and 15 for Halifax.

poned indefinitely.

The Legislature adjourned sine die to-night. The Central Railroad Extension bill was not passed.

SENATE ... ALDENY, March 22, 1879.
Mr. JOHN D. WILLARD reported favorably the
bill to provide for the descent of lands to allene.
Mr. CHARLES H. SHEERILL, Canal Commis-

Relating to the locks on the Cheming Canal.

To increase the compensation of the Assistant Matrons of the Sirg Sing Prison.

Creating a comunission, of George Briggs, S. G. Bathaway, ir., and Zadock Pratt, to settle the claims in the matter of the Averill ore bed purchase.

The Canal Tax bill, imposing a tax of five-eighths of a mill, came up for a third reading.

Mr. JOHN D. WHLARD moved to recommit, with instruction to add another half mill to pay the interest on the floating debt.

A long debate ensued upon this.

On motion of Mr. ELV, the hill to provide for the

A long denate ensued upon that.

On motion of Mr. ELY, the bill to previde for the reorganization of the Health Department of New-York was recommitted.

In the afternoon the Registry Law bill was considered. red, and several amendments to the Assembly bill

then for any larger sum than the Analtor mother them to be in the Treasury; and also providing that this clause shall not prevent the Canal Commissioners from certifying the amount due the contractors or others for work dore, or damages awarded by appraisers.

this sody be not received.

Fifteen Republicans voted "Yea," and one, Mr. W.
Wheeler, who was in the chair, "Nay." The
bemocrats, all of them, refused to vote:
The result being announced, the CHAIR decided the

ASSEMBLY.

A large number of petitions were presented.

BILLS REPORTED PAYORABLE.

To enforce the liability of bank stockholders.

To incorporate the United States Warehouse Com-

to this airy could therefore, of 15 per cent, he takes a alcapace of it (was in each size of its, and trimophantly sale us that the owner services \$16 per day, \$4 for each sale, and he places four more soles of same transper (making sixes in all) out-

redaing.

To these planing facts need one word of comment? Do they compose that this plan, 480 feet long, will produce by voluntary symmetrs of all powers; if the less that are strating and an actif limit the owners, an annual income of \$41,000, less the

is appeared to the report.

As equally mission mode of computation has been resorted to for the surpose of assumpt has the corporation derive fourteen per cent a son the read of their wharf property.

It is lated in the report that the corporation derive from what property sening \$1,000,000 the sum of (see appendix but in the corporation derive from the case property sening \$1,000,000 the sum of (see appendix but in the corporation derive from the case property sening \$1,000,000 the sum of (see appendix but in the corporation derive from the case of the case o

The report asserts that "what accommodation can be pro-

It thus appears that for all the remaining piers belonging to the city (about two thirds in number), only \$80,020 is received for wharfage—not 2 per cent on their value. A STORY OF GREAT SUFFERING AT SEA.

Tre Dromahair was so fall of water that the sea

down the companion-way, and drowned.

the morning of the 18th of December a very heavy porth-west gale sprung up, with occasional showers of hail. About 3 o'clock the ship has hove to. At 7 in the evening she shipped a tremendous sea, which capsized the long-boat, and obliged them to break it in pieces to save a small boat inside it from destruction. She then aprope a leak, and all hands were put at the pumps, where they continued to labor until about 5 leak mcreasing. At that time they shipped another tremendous sea, which swept the dack of everything movable, carried away the bulwarks and stanchions, split the batchway coverings, and washed away the cookhouse, stove the companion way and swept away the wheel, together with the man at the helm, named George Mac Intosh, who was not again seen. The littie boat nanging at the starboard davits was also swept away, with a large portion of the standing and run ping rigging. All the sails were at this time blown from the yards. At the time the wave struck, all the men were at the pumps. They jamped for their lives, and after she lifted again they found them selves jammed into corners about the deck. One ran into the cabin, stove the bulkheads and flowed into the bread room, destroying all the bread in it. They had only one barrel of bread left after this eslamity which happened to be stowed away in a spare locker From this time the weather began to moderate and the men worked at the pumps as much as they could, dodging into the cabin to prevent being washed away by heavy eas. About

SAMURI CORCORAN, Scotland.

After being about eight weens on the Centurion, at

will be ordered about the 10th of April. The steam frigate Niagara will now be floated into the Dock, but as there are no pressing instructions regarding her she will be proceeded with at the convenience of the au-

doing well, and deserves commendation. "Granuth Vaughan" is the principal piece for this week. Mrs. Prior plays the heroine ad nirably; Mr. Hale is very funny; Mr. Bridgman does an old seaman to great actor, is quiet, natural and effective as the here of the

read a lecture last evening, in the Academy of Music, anded and aighty-seven. The lesturer is pofortunate in baving a weak voice, most of which escapes through his rose. In addition to this, he speaks the short-boy lialect of the American language, pronouncing awite Heloise), vestle (for vestal), and he concluded with

Colombar for March 21-Non 5, 7, 10, 15, 15, 15, 25, 21, 22, 23.

Duga! Campbell.